

SIGNIFICANT PORT SAFETY AND SECURITY CASES (MAY 2022)	
MARINE CASUALTIES	
Crewmember Injury (02MAY2022):	A U.S. small passenger vessel reported a deckhand injury while mooring to Larkspur Ferry Terminal. A crewmember injured his leg when it was pinned between the vessel and a floating deck during a mooring evolution. The crewmember was treated for minor injuries at the hospital and released without further incident. Case closed.
Loss of Propulsion (04MAY2022):	A U.S. flagged small passenger vessel experienced a main engine failure while transiting near Anchorage 9. The vessel experienced a low fuel alarm, and when the engine was put in neutral it lost operation of the port engine. The vessel offloaded passengers at Jack London Square and then proceeded using the starboard engine to Alameda for repairs. Fuel strainer for supply lines were dry, build up in fuel lines attributed to sediment in fuel tanks that broke free after switching to newer fuel. Fuel lines and filter were replaced. Coast Guard witnessed satisfactory operation of the system. Case closed.
Loss of Propulsion (06MAY2022):	A U.S. flagged small passenger vessel experienced a main engine failure while transiting in San Francisco Bay. The vessel reported a loss of propulsion in their starboard engine due to low fuel pressure alarm. The vessel returned to Harbor Bay and offloaded all passengers, then transited to Alameda to diagnose and repair the issue. The cause was determined to be build up in fuel lines attributed to sediment in fuel tanks that broke free after switching to newer fuel. Fuel lines and filter were replaced. Coast Guard witnessed satisfactory operation of the system. Case closed.
Equipment Failure (12MAY2022):	A U.S. flagged small passenger vessel reported a loss of steering while transiting to the Sausalito Ferry Terminal with passengers onboard. The vessel reported excessive smoke due to an overheated generator. The generator and main engines were secured and the vessel lost primary steerage. Secondary steerage remained operational and the vessel transited safely to Sausalito Ferry Terminal where it disembarked all passengers. The vessel then travelled to Richmond, CA to conduct repairs. A failed gasket on the generator caused coolant to leak onto the engine head creating a large amount of smoke. The captain secured main engines and generator as a precautionary measure. Coast Guard attended vessel but is awaiting full technician report for repairs. Case pends.
Grounding (18MAY2022):	A U.S. flagged small passenger vessel experienced a slight grounding while mooring at Tiburon Ferry Terminal. The vessel was mooring bow first, port side-to, with a spring line already secured to the pier. The vessel began to spring on the mooring line and advanced further down the pier towards the shoal than intended. The bow of the vessel then allided with a rock below the water line. The vessel did not become stuck on the rock and was able to safely finish mooring, and discharge all passengers on board. The crew commenced a survey of the vessel; they reported no visible damage to the exterior of the vessel's bow and they confirmed no water intrusion to void spaces or tanks. The vessel reported no damage or reduction of seaworthiness. Case closed.
Loss of Propulsion (20MAY2022):	A U.S. flagged school ship experienced a loss of propulsion while outbound in the San Francisco Bay near Angel Island. The vessel immediately dropped anchor and was later escorted to Anchorage 7 by a tug. The port main diesel engine shut down due to loss of control air pressure. Under the increased load, the starboard main diesel engine shut down due to its jacket water heat exchanger temperature regulating valve manual closure. The vessel conducted repairs while at anchorage and Coast Guard witnessed satisfactory operation of the system. Case closed.
Person Overboard (21MAY2022):	A U.S. flagged small passenger vessel reported a passenger fell overboard while underway in the vicinity of the San Francisco Ferry Building. The passenger was quickly recovered and no further assistance was necessary. The vessel then returned to berth. Case closed.
Engine Failure (24MAY2022):	A U.S. flagged small passenger vessel experienced a brief loss of propulsion while mooring up in Oyster Point Marina. The captain reported that the engine briefly turned off but restarted immediately. The vessel then embarked passengers and transited to Alameda. Afterwards, the vessel was taken out of service to diagnose the problem. The port side fuel filter was found to be clogged due to sediment in the fuel tank. As previously planned, the vessel began repairs, first creating an opening in the fuel tanks and then cleaning them out. Coast Guard witnessed satisfactory operation of the system. Case closed.
Allision (25MAY2022):	A U.S. flagged small passenger vessel reported an allision with the pier at the Oakland Ferry Terminal while mooring, causing a 1/4 inch hole and slight damage to the starboard bow. The combination of the ebb tide and high winds led to the vessel allision. Passengers were safely disembarked and no injuries were reported. The vessel was taken out of service and transited to Alameda to conduct repairs. Technicians repaired the damaged area and no structural damage was reported. Coast Guard witnessed satisfactory repairs of the starboard bow. Case closed.
Loss of Propulsion (30MAY2022):	A U.S. flagged small passenger vessel experienced a loss of propulsion while underway with passengers in the vicinity of Crissy Field. The vessel immediately anchored and requested a tow from a commercial vendor. The vessel returned to San Francisco Pier 39 and all passengers disembarked with no injuries. A mechanical failure caused the engine to shut down and the Coast Guard is currently awaiting a servicing report for causative factors. Case pends.

VESSEL SAFETY CONDITIONS
Operational Control (02MAY2022): A foreign flagged bulk carrier was inspected in Redwood City and issued an operational control (Code 17, prior to departure) due to pin hole leaks in cooling water piping for main propulsion engine and generator. The vessel conducted repairs, class and Coast Guard witnessed repairs and the operational control was cleared. Case closed.
Operational Control (05MAY2022): A U.S. flagged small passenger vessel was inspected in Emeryville Marina and issued an operational control (Code 701, prior to the carriage of passengers) due to pinhole leaks in the fire main system. Vessel conducted repairs to the fire main piping. Coast Guard witnessed repairs made to the fire-fighting system and the operational control was cleared. Case closed.
Operational Control (05MAY2022): A U.S. flagged small passenger vessel was inspected in Lake Tahoe, CA and issued an operational control (Code 701, prior to carriage of passengers) due to the "Fireboy" system not starting in over-ride mode. The vessel replaced the engine control module and Coast Guard witnessed corrected deficiency. Case closed.
Operational Control (12MAY2022): A foreign flagged tankship was inspected in Martinez, CA and issued an operational control (Code 17, prior to departure) due to hydraulic leak of the mooring winch and associated piping. Class and Coast Guard witnessed repairs and the operational control was cleared. Case closed.
Operational Control (12MAY2022): A U.S. flagged small passenger vessel reported a generator malfunction while transiting to Sausalito Ferry Terminal and issued an operational control (Code 701, prior to carriage of passengers). Coast Guard and Class witnessed repairs made to the generator and the operational control was cleared. Case closed.
Operational Control (18MAY2022): A U.S. flagged sailing vessel was inspected in Alameda, CA and issued an operational control (Code 701, prior to the carriage of passengers) due to significant rot damage on the foremast. Vessel in the process of completing repairs and Coast Guard will inspect when complete. Case pends.
Operational Control (24MAY2022): A U.S. flagged small passenger vessel reported a loss of propulsion on the port engine while mooring in Oyster Point Marina and issued an operational control (Code 701, prior to the carriage of passengers). The vessel conducted previously planned repairs by creating an opening in the fuel tanks and then cleaning out excess sediment. Coast Guard witnessed repairs made to the fuel filters and fuel tanks. Case closed.
Operational Control (20MAY2022): A U.S. flagged school ship reported a loss of propulsion while outbound in the San Francisco Bay and issued an operational control (Code 17, prior to departure). The vessel lost main engines due to loss of control air and high jacket water temperatures. Coast Guard witnessed repairs made to both engines and the operational control was cleared. Case closed.
Operational Control (24MAY2022): A U.S. flagged small passenger vessel reported a loss of propulsion on the port engine while mooring in Oyster Point Marina and issued an operational control (Code 701, prior to the carriage of passengers). The vessel conducted previously planned repairs by creating an opening in the fuel tanks and then cleaning out excess sediment. Coast Guard witnessed repairs made to the fuel filters and fuel tanks. Case closed.
Operational Control (25MAY2022): A U.S. flagged small passenger vessel reported and allision with the pier while mooring up in the Oakland Ferry Terminal, leading to a hole and damage to the starboard bow. The vessel was issued an operational control (Code 701, prior to the carriage of passengers). A technician cut out the damaged area and welded new pieces in place. Coast Guard witnessed satisfactory repairs made and the operational control was cleared. Case closed.
Operational Control (26MAY2022): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to the carriage of passengers) requiring new machinery installments to be approved by the OCMI and a new stability test prior to service. Case pends.
Operational Control (28MAY2022): A U.S. flagged uninspected vessel was boarded in South Lake Tahoe and issued a Captain of the Port (COTP) Order for operating as a small passenger vessel without a valid COI or credentialed master onboard. The vessel was prohibited from operating in any capacity other than for personal use by the owner. Case pends.
Operational Control (30MAY2022): A U.S. flagged small passenger vessel experienced engine failure while underway in the San Francisco Bay and issued an operational control (Code 701, prior to the carriage of passengers). The vessel was towed back to Pier 39 and safely disembarked passengers. The vessel was then towed to Richmond, CA to conduct repairs. Case pends.
Operational Control (31MAY2022): A U.S. flagged small passenger vessel was inspected in Richmond, CA and issued an operational control (Code 60, prior to movement) due to no bilge alarm installed in the engine room or machinery space. Case pends.

NAVIGATIONAL SAFETY	
Letter of Deviation (LOD), Inoperable AIS (16MAY2022): A foreign flagged containership was issued an inbound LOD for an inoperable AIS. Repairs were conducted and the equipment is working properly. Case pends.	
Letter of Deviation (LOD), Inoperable X-Band Radar (23MAY2022): A foreign flagged containership was issued an inbound LOD for a reported inoperable X-Band radar with scheduled repairs to be made in Oakland. The vessel was required to have additional lookouts during transit and make appropriate repairs before departure. Repairs were conducted and the equipment is working properly. Case closed.	
Letter of Deviation (LOD), Inoperable S-band radar (26MAY2022): A foreign flagged bulk carrier was issued an inbound LOD for inoperable S-band radar. Vessel was required to transit with limitations until repairs were conducted. Case pends.	
Letter of Deviation (LOD), Inoperable Rudder Angel Indicator (27MAY2022): A foreign flagged containership was issued an inbound LOD for inoperable Rudder Angel Indicator. The vessel was required to repair equipment and provide a copy of the technician report prior to departure. Case pends.	
Letter of Deviation (LOD), Inoperable Rudder Angel Indicator (28MAY2022): A foreign flagged containership was issued an outbound LOD for inoperable Rudder Angel Indicator. The vessel received a Letter of Dispensation from their flag temporarily exempting them from this requirement. Case closed.	
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES	
Letter of Warning (LOW), (25MAY2022): IMD received notification that a regulated waterfront facility discharged approx. 7 gal of diesel into the San Pablo Bay in the vicinity of Rodeo, CA. The facility enacted their facility response plan and launched vessels to deploy boom. The discharge was determined to be due to corrosion on a pipe and only resulted in a slight drip of product, minimizing the amount discharged. The facility has subsequently emptied the pipeline, flushed it with water, and is currently replacing the section of pipe. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.	
Letter of Warning (LOW), (27MAY2022): IMD received notification that a recreational vessel sank at its slip and discharged approx. 5 gal of diesel into the Oakland Estuary. IMD arrived on scene and assisted the harbormaster in deploying sorbent boom. The owner contacted insurance and hired local contractors to remove the petroleum products, plug the hole, and refloat the vessel. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.	
Letter of Warning (LOW), (28MAY2022): IMD received notification that a recreational vessel sank in Pillar Point Harbor and discharged approx. 1 gal of residual oil into the harbor. IMD previously federalized this vessel and removed all recoverable oil and hazardous materials. IMD monitored the vessel and determined that the sheen was caused by a small quantity of residual product and quickly dissipated, harbormaster deployed sorbent boom as a precaution. The source of pollution was secured with no further discharge. A NOFI and LOW were issued. Case Closed.	

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
May 2022			
PORT SAFETY CATEGORIES*	May-2022	May-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	1	3.31
Navigation Safety (1), Port Safety & Security (1), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	3	9	7.22
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (0), Other (0), Power (0)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	5	1	2.25
Radar (2), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (2)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.44
Significant Waterway events/Navigation related Cases:	0	0	0.03
Total Port Safety (PS) Cases opened	10	11	13.33
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	May-2022	May-2021	**3yr Avg
U.S. Commercial Vessels	0	2	0.64
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.64
Commercial Fishing Vessels	0	1	0.72
Recreational Vessels	3	3	6.11
Pollution Discharge Sources (Facilities)	May-2022	May-2021	**3yr Avg
Regulated Waterfront Facilities	1	0	0.19
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	1	1	2.31
Mystery Spills - Unknown Sources	2	3	4.72
Number of Pollution Incidents (By Spill Size)	May-2022	May-2021	**3yr Avg
Spills < 10 gallons	6	7	9.75
Spills 10 - 100 gallons	0	0	1.11
Spills 100 - 1000 gallons	0	0	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	3	4.33
Total Pollution Incidents	8	10	15.56
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	May-2022	May-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	2.00	3.22
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.50
Estimated spill amount from Public Vessels	1.00	0.00	7.00
Estimated spill amount from Commercial Fishing Vessels	0.00	5.00	29.67
Estimated spill amount from Recreational Vessels	7.00	3.00	87.15
Estimated spill amount from Regulated Waterfront Facilities	7.00	0.00	21.44
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	1.00	1.00	29.72
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	16.00	11.00	178.76
Penalty Actions	May-2022	May-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	1	0.75
Letters of Warning	3	6	5.44
Total Penalty Actions	3	7	6.31
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			